



PUBLIC HEARING



SH 33 over Cottonwood Creek Environmental Assessment

Welcome

Presented by:

Oklahoma Department of Transportation

CP&Y, Inc.

Purpose of this Hearing

- Federally Funded Project – Part of NEPA Process
- Summarize Public Input
- Present Purpose & Need for Project
- Discuss Alternatives Considered
- Present Preferred Alternative
- Discuss Social, Economic, and Environmental Impacts of Preferred Alternative
- Receive Input from Public on the Project



Public Input

Previous Meetings

■ June 2009

- Indicated strong support for bridge replacement
- Need for reduced flooding and overtopping of SH-33
- Keep road open if possible during construction

■ May 2012

- Presented option of building on off-set alignment to south (preferred alignment)
- Public cited need to accommodate bicycles
- Questions regarding property acquisition and business impacts
- General support of project



Project Purpose & Need

Project Need

- Structurally deficient bridge
- Sight distance issues due to poor vertical geometry
- Temporary closures due to flooding
- Traffic congestion on bridge



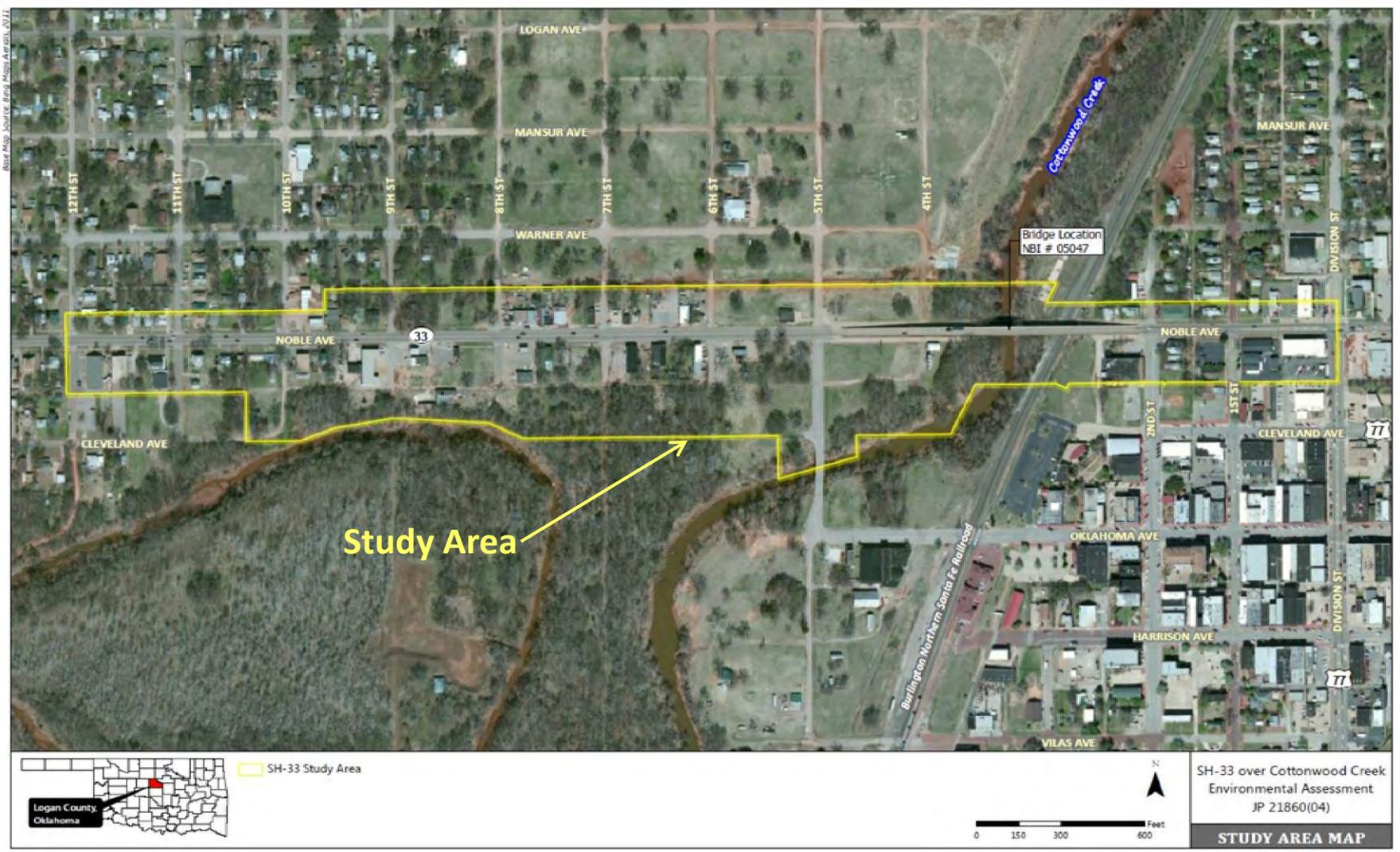
Project Purpose & Need

Project Purpose

- Provide a structurally safe bridge that is not load posted
- Improve safety by improving sight distance
- Reduce road closures caused by flooding
- Improve mobility and efficiency for traffic, including emergency vehicles and school buses



Study Area



Existing Conditions

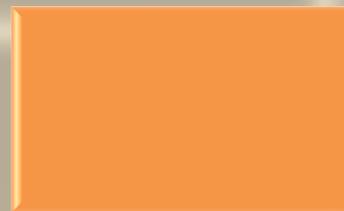
- Narrow 2-lane bridge built in 1936 (WPA-era)
- Narrow 3' sidewalks on both sides
- Structurally deficient
- Functionally obsolete
- Road closures due to poor pavement condition and roadway overtopping from flooding



Section 4(f) & Section 106

- **Section 4(f)** of the 1966 DOT Act states that FHWA may not approve the use of land from a significant *publicly-owned park, recreation area, wildlife or waterfowl refuge, or historic site* unless it is determined that there is no feasible and prudent alternative to the use of land from the property and the action includes all possible planning to minimize impacts

- **Section 106 of the NHPA** requires agencies receiving federal funds to take into account the effects of the project on historically significant resources (eligible or listed on the NRHP).



Section 4(f) Properties



Alternatives Considered

- Retain Existing as Bike & Pedestrian Bridge
 - Would construct a new bridge to the north and leave the existing bridge in place as a bike/pedestrian crossing
 - Did not consider south alignment due to direct impacts to the NHL District

- North Alignment
 - Would construct a new bridge on the north side of the existing and then remove the existing bridge



Alternatives Considered

- South Alignment
 - Would construct a new bridge on the south side of the existing and leave the existing bridge in place
- Partial Off-set South Alignment
 - Would construct the new bridge on a 25' offset to the south, minimizing the footprint and allowing the bridge to remain open during construction. Existing bridge will be removed.



Alternatives Analysis

IMPACTS TO 4(f) RESOURCES

<i>ALTERNATIVE</i>	Guthrie NHL District	SH-33 Bridge (NRHP-eligible)	Guthrie NRHP District	Cottonwood Flats
Bike & Pedestrian	Avoids direct impacts	Minimizes impacts; requires maintenance	Section 4(f) use; requires Individual Evaluation	Section 4(f) use and likely Individual Evaluation
North Alignment	Avoids direct impacts	Section 4(f) use; requires Individual Evaluation	Section 4(f) use; requires Individual Evaluation	Section 4(f) use and likely Individual Evaluation
South Alignment	Section 4(f) Use	Minimizes impacts; requires maintenance	Section 4(f) use; requires Individual Evaluation	Avoids impacts
Partial off-set South Alignment	Avoids direct impacts	Section 4(f) use; requires Individual Evaluation	Section 4(f) use; requires Individual Evaluation	Approximately 1 acre of park; <i>de minimis</i> use

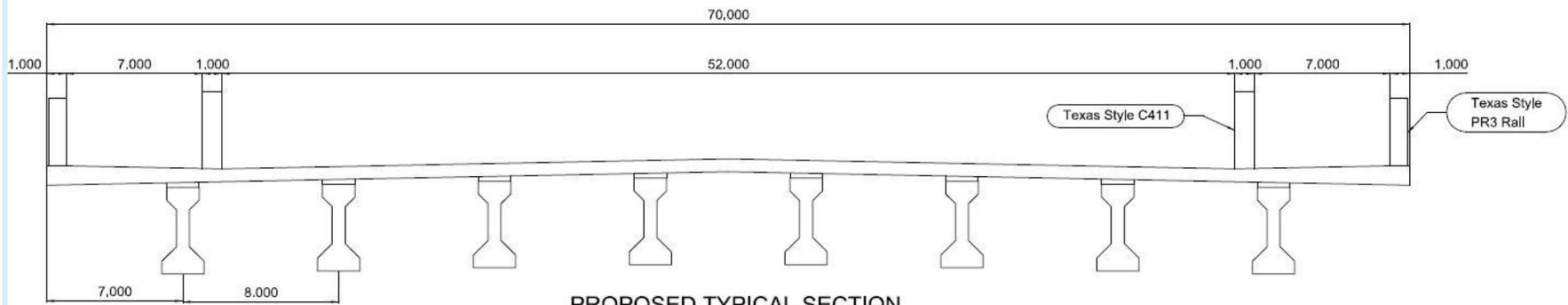


Preferred Alternative

- Offset new bridge approximately 25 feet south of the existing centerline
- Four 12 foot wide driving lanes with 7 foot wide sidewalks on both sides, with traffic barrier
- Western terminus of improvements at 12th St., eastern terminus at Division St. (US-77)
- Bridge height raised approximately 10' to provide clearance for railroad crossing and reduce flooding
- Lengthen bridge to return to grade at 8th St to the west and 1st St to the east
- Bridge constructed one half at a time in order to maintain through traffic during construction



Proposed Typical Section



PROPOSED TYPICAL SECTION

05/01/2013



Project Impacts

Cultural Resources

- Project will result in an adverse affect to the Cottonwood Creek bridge and the Guthrie Historic District under Section 106 of the NHPA
- Project may have the potential to adversely affect the Guthrie NHL District
- Mitigation: Memorandum of Agreement has been executed between:
 - FHWA
 - ODOT
 - City of Guthrie
 - Preservation OK
 - State Historic Preservation Office
 - Advisory Council on Historic Preservation
 - National Park Service
 - Logan Co. Historical Society



Project Impacts

Cultural Resources (continued)

Memorandum of Agreement includes:

- Historic American Engineering Record (HAER) Documentation of the bridge, which will be submitted to the Library of Congress by the National Park Service
- Historical documentation of the 11 contributing structures to be removed, which will be submitted to the SHPO and the City of Guthrie
- Production of GIS layer indicating all contributing resources to the Guthrie Historic District
- Install an interpretive kiosk or panel adjacent to the new bridge presenting information about the 1936 double-decker bridge



Project Impacts

Visual Impacts

- Potential visual impacts to the National Historic Landmark Guthrie Historic District
- In accordance with the Memorandum of Agreement, ODOT will implement design considerations to minimize visual impacts to the Guthrie National Historic Landmark District, in consultation with the City of Guthrie. Considerations may include:
 - ❖ Landscape screening at 2nd Street and the bridge approach wall
 - ❖ Aesthetic treatments to the bridge



Project Impacts

Section 4(f) Resources

- Historic Properties Impacted:
 - Cottonwood Creek bridge
 - Guthrie Historic District

- No use of the Guthrie NHL District

- Preferred alternative minimizes impacts to the Guthrie Historic District



Project Impacts

Section 4(f) Resources

Parks & Recreational Areas

- Cottonwood Flats Recreational Area
 - Protected by Section 4(f) & 6(f)
 - Approximately 1 acre to be acquired
 - *De minimis* finding prepared for Section 4(f) use
 - Park land also protected by Section 6(f) of the Land & Water Conservation Fund Act
 - Conversion of land requires in-kind replacement
 - Propose to replace acquired parcel with 1.5 acre parcel located south of Noble Ave.
 - Sidewalk along 5th St will be constructed under the bridge to connect both sides



Project Impacts



Date: 10/26/2013
Base Map Source: Microsoft World Imagery (February 2011)

Project Impacts

Relocations

- 23 commercial relocations anticipated
- 12 residential relocations anticipated
- All relocations will comply with the Uniform Act

Noise

- 11 impacted locations in the future condition
- Mitigation was determined not feasible

Flood Zone

- Slight increase to base 100-year floodplain upstream (less than ½ inch)
- Will be mitigated by the acquisition of ROW upstream of the new facility
- No insurable structures are within the Special Flood Hazard Area in the effected reach
- Local coordination for flood map revision



Project Impacts

Hazardous Waste

- Subsurface contamination in the area of former auto repair and car wash facility and the former Maveric Mini Mart
- Any contaminated waste material generated by the project will be properly managed and handled

Pedestrians & Bicyclists

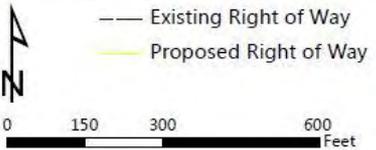
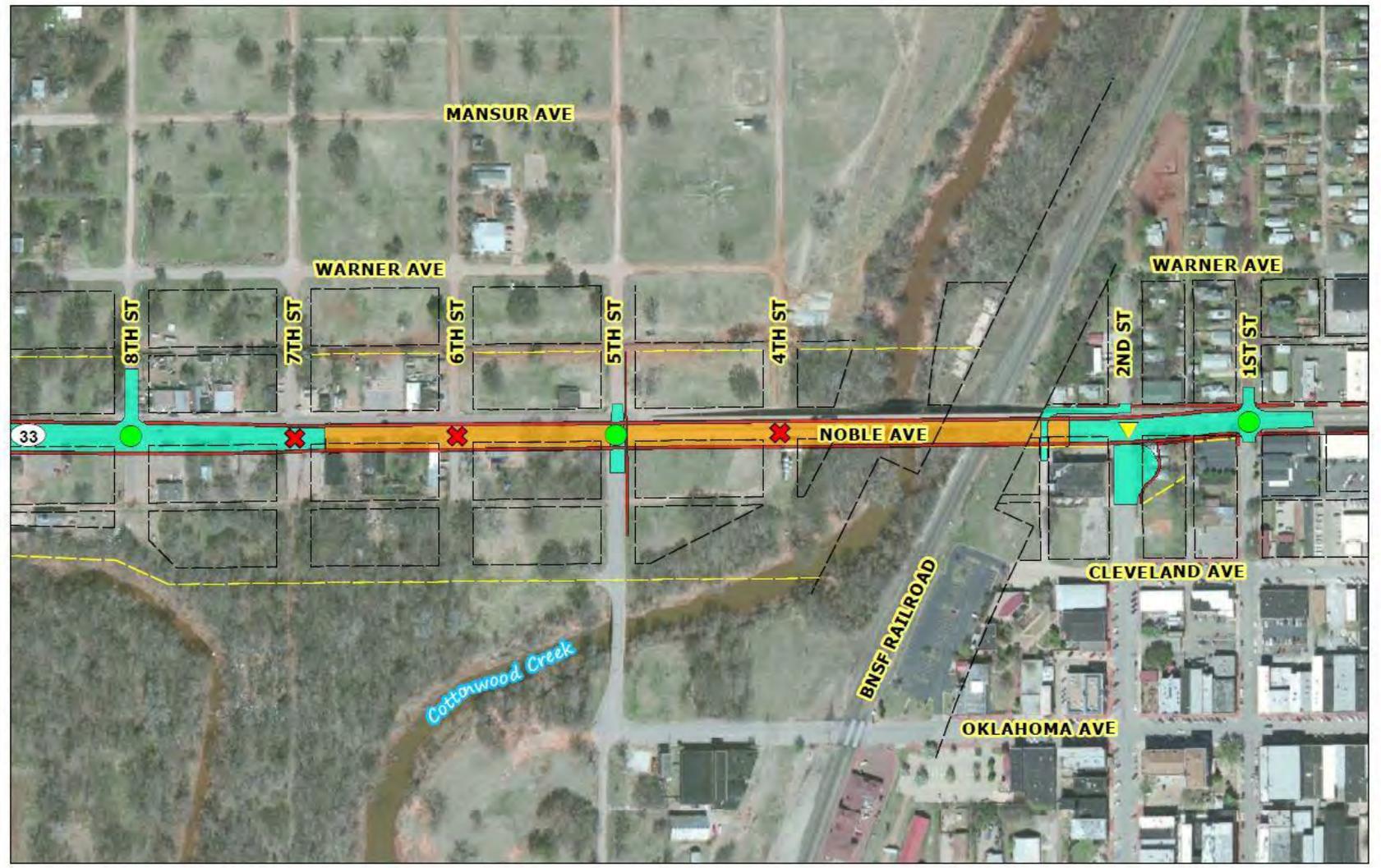
- Seven foot wide sidewalks on both sides of new bridge
- ADA-compliant

Guthrie Airport

- Coordinate with FAA prior to construction



Project Impacts



- Existing Right of Way
- Proposed Right of Way
- Proposed Overlay
- Proposed Bridge
- Proposed Sidewalk

- Roadway Closure
- ✘ Permanently Closed
 - ▼ No Access
 - To Remain Open

**State Highway 33 Bridge
over Cottonwood Creek**



Project Impacts

Temporary Construction Impacts

- Road will remain open during construction
- Temporary construction impacts include
 - Congestion
 - Traffic safety concerns in construction areas
 - Noise and dust in construction areas
- Signage will be utilized to inform drivers of any detours
- Access to homes and businesses may be temporarily impacted, but all properties will remain accessible



Project Schedule

- Completion of Environmental Assessment – Summer 2014
- Right-of-Way Appraisals, Acquisition & Utility Relocations begin Summer 2014 – 2016 (est. 2 years)
- Construction Letting - 2016



Public Participation

- Environmental Assessment is available for review at:
 - Guthrie Public Library, 201 N. Division St
 - ODOT Division 4, 2609 West US-77 Hwy, Perry
 - ODOT Central Office - Environmental Programs Division, 200 NE 21st, Oklahoma City
- Final Opportunity for Public Comment
- Submit Comments by May 22nd
- Comment Options
 - Tonight: Written or Oral Transcript
 - Future: Submit via Mail or Website



Information Sources

- Web address:

<http://www.okladot.state.ok.us/meetings/other.php>

- Tim Vermillion – ODOT

Phone: 405-521-2676

200 Northeast 21st Street

Oklahoma City, OK 73105

E-mail: tvermillion@odot.org

- Scott Stegmann – CP&Y

Phone: 405-848-2346

2000 North Classen Boulevard, Ste. 1410

Oklahoma City, OK 73106

E-mail: [sstegmann@cpyi.com](mailto:ssstegmann@cpyi.com)



Questions & Answers

Please be sure to provide your name and address with comments and questions



Thank
You!

